MORRIS MARINA (1.3 / 1.8 / TC)

Engine: **1275cc A-Series / 1798cc B-Series (Single / Twin SU)**
Front Suspension: **Lever Arm Dampers w/ Longitudinal Torsion Bars**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1971–1980)

VEHICLE REGISTRATION	CHASSIS / VIN NUMBER	RECORDED MILEAGE	ASKING PRICE
.....	.....	.....	£ .....

1. CRITICAL STRUCTURAL ROT TRAPS

LIGHTWEIGHT MONOCOQUE INTEGRITY

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Torsion Bar Floor Mounts**	Front suspension relies on longitudinal torsion bars anchored under the floorpans. Inspect crossmember and floor anchor brackets for structural corrosion tearing.
☐	**Front Inner Wings & Lever Damper Pockets**	Examine inner wing flitches where front lever-arm dampers bolt to the body. Road spray rots the mounting plate seams away from the front bulkhead.
☐	**Outer Sills & Jacking Mounts**	Examine full boxed length of outer sills and jacking brackets. Tap underside; check for cover sills welded over corroded inner strengthening diaphragms.
☐	**Rear Leaf Spring Forward Pockets**	Inspect forward mounting pockets for rear leaf springs beneath rear floor. Corrosion weakens rear axle location, causing dangerous axle hop and steering vagueness.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**Front Lever-Arm Dampers & Roll**	Early Marinas lacked a front anti-roll bar (causing severe understeer). Check lever-arm dampers for fluid leaks, seized pivot bushes, and excessive body sway.
☐	**A-Series / B-Series Oil Pressure** **Spec: 45–60 Cold | 20+ Hot**	1.3L A-Series or 1.8L B-Series. Check oil pressure warning light extinguishes on crank; listen for timing chain rattle; check oil cap for milky condensation.
☐	**Triumph-Derived 4-Speed Gearbox**	Marina used Triumph Toledo/Dolomite 4-speed gearbox. Check 2nd gear synchro on downshift; listen for layshaft bearing whine in neutral that ceases with clutch in.
☐	**Rear Live Axle & Prop-Shaft U/Js**	Inspect rear live axle differential for pinion oil seal leaks soaking rear drum brakes. Listen for clunking on pull-away and overrun gear whine at 50 MPH.

Model & Identity Verification: Chassis plate stamped on passenger side inner wing apron or bulkhead. Prefix: AAS (1.3L Saloon) or BAS (1.8L Saloon / Coupe). If TC model: verify twin 1.5" SU carbs and front disc brakes matching V5C.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Perforated Outer Sills & Torsion Bar Mount Welding	£850 – £1,400 (Structural sill & floor fabrication)	£
Front Damper Mounting Flitches & Bulkhead Repairs	£650 – £1,100 (Inner wing sheet metal repair)	£
Leaking Front Lever-Arm Dampers & Torsion Bar Setup	£320 – £480 (Reconditioned dampers & alignment)	£
Worn 2nd Synchro / Noisy Gearbox Rebuild	£400 – £650 (Unit overhaul & clutch)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£